

NORTH HOLTON STREET VIADUCT REHABILITATION PROJECT

PUBLIC INVOLVEMENT MEETING

WISCONSIN DEPARTMENT OF TRANSPORTATION AND CITY OF MILWAUKEE
PROJECT ID 2984-12-03



JANUARY 12, 2022



PROJECT TEAM

Greg Hafeman - WisDOT Project Manager

Jonathan Thomas - Structural Design Manager

David Tapia - Major Projects Manager

James Hagen - Structural Design Engineer

Theresa Kubista - DPW Project Manager

Megan O'Connor - Project Liaison

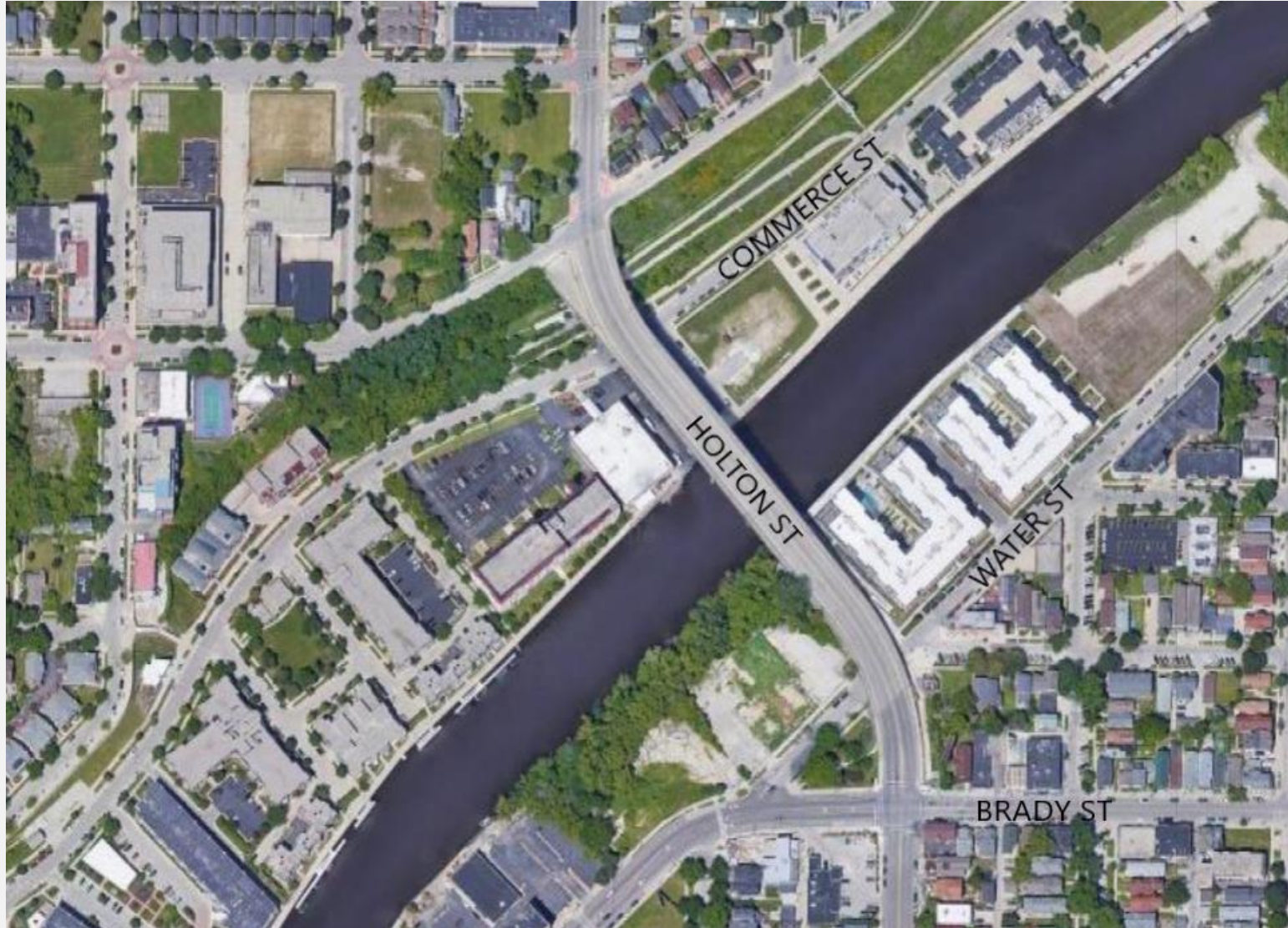


AGENDA



- PROJECT LOCATION/OVERVIEW
- EXISTING CONDITIONS
- PROJECT PHASES & SCOPE OF WORK
- COMPLETE STREETS
- QUESTIONS & COMMENTS

PROJECT LOCATION



PROJECT OVERVIEW

- In 1892, the first viaduct was constructed over the Milwaukee River at this location. This structure was replaced with the current N. Holton Street Viaduct in 1926 which was rehabilitated from 1987-1988.
- No major changes to the structure are planned from an aesthetic standpoint other than painting of the steel framed superstructure and substructure piers.
- A historical review of the bridge has been completed. The bridge rehabilitation scope will not have an adverse effect on the historical character of the structure.
- The bridge is currently both structurally deficient and functionally obsolete. After the rehabilitation project the sufficiency rating will improve and the bridge will not be structurally deficient.
- The bridge rehabilitation meets all FHWA and Wisconsin DOT safety and design requirements.

EXISTING CONDITIONS



VIEW LOOKING NORTH



CONCRETE DECK



DECK EXPANSION JOINT



PIER FACE



BEARING AT ABUTMENT



CONCRETE PIER BASE

DETAILS OF DECK GEOMETRY



EXTERIOR CONCRETE
PEDESTRIAN RAILING,
SIDEWALK WITH INTEGRAL
CONCRETE TRAFFIC RAIL AT
CURB



BRIDGE DECK TRAFFIC MARKINGS.
ONE TRAFFIC LANE IN EACH
DIRECTION, CENTER PAINTED
MEDIAN, AND SIDE BIKE LANES
WITH PAINTED PROTECTION LANE

PROJECT DETAILS: PHASE I 2023 CONSTRUCTION

- The existing concrete deck, exterior concrete pedestrian walk railings, and integral crash tested vehicular railing at curb are to remain. Limited concrete surface repairs will be performed on the bridge deck.
- The existing concrete bridge railings will remain as is except at expansion joints. Steel railings at approach wing walls are to be painted black (existing color). Chain link fence to remain.
- All expansion joints on the bridge deck (11 total) are to be replaced. Approximately 4' wide section of bridge deck and railing will be removed to replace the expansion joints.
- The girder bearings at north and south abutment are to be replaced.

PROJECT DETAILS: PHASE I 2023 CONSTRUCTION

- The substructure structural steel and reinforced concrete repairs will occur at piers 1-8. Piers 1-8 are from the south end of the bridge to the north side of river.
- The substructure structural steel at piers 1-8 will be painted.
- Reinforced concrete repairs will occur at the north and south abutments and below the waterline at piers 7 & 8 located in the Milwaukee River.
- Traffic control will move vehicles to one side of the bridge at a time to complete the expansion joint work.

PROJECT DETAILS: PHASE II 2024 CONSTRUCTION

- The substructure structural steel and reinforced concrete repairs will occur to piers 9-14. Piers 9-14 are from the north side of river to the north abutment. Structural steel repairs are to columns and cross bracing.
- The substructure structural steel at piers 9-14 will be painted.

PROJECT DETAILS: PHASE III 2025 CONSTRUCTION

- Superstructure structural steel repairs to main girders, floor beams, stringers and trusses will occur.
- The entire steel superstructure of bridge is to be sandblasted and painted. Superstructure includes all girders, floor beams, and trusses.

COMPLETED PROJECT RENDERING:VIEW FROM EAST



PROJECT DETAILS: CONSTRUCTION STAGING

- Intermittent closures of the marsupial pedestrian bridge will occur to facilitate safe removal of bridge deck concrete during expansion joint replacement and painting of bridge superstructure.
- Temporary closures will occur to Swing Park and the Milwaukee River walk at the south end of the bridge for expansion joint replacement and painting.
- The navigation channel will remain open in the Milwaukee River during all phases of construction.
- North Commerce and Water Streets to remain open during construction with partial short term closures.

COMPLETE STREETS

- The City recognizes the importance of this route to bicyclists and pedestrians
- The existing barrier between pedestrian traffic and vehicular traffic is integral to the existing bridge deck, and will not be moved as part of this project
- Pavement markings will be replaced following Phase I construction, to match the existing configuration of one vehicle lane in each direction, and marked bike lanes with a painted buffer
- The project team is considering additional safety enhancements for bicycle traffic as part of a separate project, likely to occur following the completion of the state project
- Accommodations for bicycles during construction will be further developed as the design progresses

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WEBSITE

Project Information

[Milwaukee.gov/dpw/holtonbridge](https://milwaukee.gov/dpw/holtonbridge)



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THANK YOU!

QUESTIONS AND
COMMENTS?

THERESA KUBISTA, P.E.
CITY OF MILWAUKEE
PROJECT MANAGER

414-286-2463
TKUBIS@MILWAUKEE.GOV

MEGAN O'CONNOR
CITY OF MILWAUKEE
PROJECT LIAISON

414-708-1433
MOCONNOR@MILWAUKEE.GOV

GREG HAFEMAN, P.E.
WISDOT LOCAL PROGRAM
PROJECT MANAGER

262-548-8677
GREG.HAFEMAN@DOT.WI.GOV